

NEWS BY THE AMERICAN MAIL.

We take the following telegrams from our San Francisco exchange, received by the Occidental and Oriental Company's steamer *Oceanic*, Capt. H. Davison, which arrived in port this morning—

AORAM, September 21st.

Six hundred peasants from Graden and Bellova assembled at Farhasshew yesterday, armed with muskets, axes and cudgels, shouting, "We won't belong to Hungary." A small body of militia attempted to disperse the mob, but were forced to withdraw. Re-enforcements at midnight were received with a volley of stones and shots. The troops returned the fire, killing and wounding many men. Two soldiers were wounded.

BERLIN, September 21st.

Princes William and Frederick Charles, the Prince of Wales, the Kings of Spain, Saxony and Serbia and the Dukes of Edinburgh, Connaught and Cambridge witnessed the parade and participated in the review of the Eleventh Army Corps at Hamburg von der Höhe to-day. The Emperor appointed King Alfonso to an honorary command in a Prussian regiment. The Emperor, his royal guests and staffs rode along the line of march. The several Princes headed the regiments of which they are honorary commanders. After the review a grand dinner was given to the royal visitors. King Alfonso occupied the seat of honor between the Emperor and Empress. The King of Saxony, the Prince of Wales and the Crown Prince sat on the right. The Emperor and King of Milan and the Duke of Connaught were on the left. The Emperor gave a toast in honor of the army. King Alfonso, in responding, said it afforded him great pleasure to make the acquaintance of the army and he drank to its welfare. The festivities closed with a performance of the opera *Carmen* at the Kurhaus. Theater, Trebbel Bettina taking the part of "Carmen." The Emperor and all the distinguished visitors were present.

It is said to be chiefly owing to Germany's unfriendly interpretation of Gladstone's visit to Copenhagen that the proposal for a meeting of the Emperor of Germany and Czar has been revived. The Czar expresses a wish to meet the Emperor to testify to his unbroken friendship and remove any false impression created by Gladstone's visit.

MADRID, September 21st.

La Correspondencia, a semi-official journal, in an editorial article emphatically denies that King Alfonso's visit to Germany is connected with the desire of Spain to form an alliance with Germany. Spain's policy, La Correspondencia says, is to maintain friendship with all nations and develop liberal institutions at home.

VIENNA, September 23rd.

A dispatch from Vienna states that Russia is making extensive military preparations along the Austrian and German frontier. Tenders have been asked for 46,000 military beds. All the railroads have been ordered to have military cars in readiness. A list has been made of private steamers in the Black Sea, and their captains have been ordered to prepare for the transportation of ammunition, troops and provisions. These vessels have ceased executing private orders and the carriage of corn is thus interrupted. Enormous provision depots have been established along the frontier and an army corps has been distributed between the Vistula and Bug rivers. A list has been made of all persons who, in the event of war, will be deported from Poland to the interior of Russia.

SANTO DOMINGO, September 23rd.

The largest commercial establishment in Santo Domingo and four other houses have been burned; loss estimated at \$50,000.

PORT-AU-PRINCE, September 23rd.

Advices from the south report that a terrible battle was fought last week before Miragoane. The Government troops sustained a serious defeat. Jeremie is surrounded by a force of 40,000 men. The besieged number 1500. They are now fairly provisioned and anticipate success.

LONDON, September 24th.

China's reply to the memorandum submitted by France has not yet been received. The Times says: "We have been convinced that France cannot obtain Tonquin without war with China, but she may have Annam, with the full right to name the commercial settlements in Tonquin, without any further trouble. Until France fairly grasps this we hardly see that any opportunity exists for the friendly services of a third party."

Dispatches from Tamatave of September 6th report that the Hovas have retaken all the positions on the northwest coast of Madagascar, except Majunga. Variations are reported to exist between the French civil and military authorities at Tamatave.

A Hamburg correspondent telegraphs that he can positively state that there will be no meeting between the Emperor and the Czar. An interview was seriously considered, but it has been abandoned.

A letter from Henry M. Stanley, the African explorer, was read to-day before the British Association for the Advancement of Science, in which he urges that Great Britain should proclaim a protectorate over the Congo country.

The meetings of the Irish National League, which were permitted to be held at Bandon, near Cork, and at Mallow, County Waterford, yesterday, passed off in an orderly manner. A Government reporter was present at each gathering.

Notwithstanding the proclamation of the Government forbidding the holding of meetings in the counties of Clare and Limerick Sunday, several thousand persons, headed by a priest, gathered at the mill town of Malbury, County Clare, and attempted to hold an Irish National League meeting. A large police force was present and prevented the organization of the meeting. Magistrate Read read a prohibitory proclamation and the crowd dispersed, uttering groans for the Queen and shouting, "God save Ireland."

MONTREAL, September 24th.

A large number of Irish Catholics left the parish church of St. Cuneand yesterday because Father Seguide severely rebuked them for not paying their dues. The congregation is composed of 1500 French Canadian families and 400 Irish.

PARIS, September 25th.

Advices from Madagascar state that a large number of French troops have succumbed to fevers and that re-enforcements to the extent of several thousand men will be needed before the Hovas can be subdued. It will be impossible to continue operations for several months.

LONDON, September 25th.

O'Donnell was brought to the Bow-street Police Court at 2 o'clock this afternoon. The court-room was filled and a large crowd collected outside. Special precautions were taken by the police to prevent any attempt at rescue. Poland opened the case for the Crown. He recounted the passage on the steamer of the Carey family and O'Donnell, and repeated the details of the murder. Poland said that O'Donnell's assertion when arrested that he acted in self-defense would be contradicted by the testimony of Carey's eldest son, who would swear that his father had no pistol.

Sullivan, member of Parliament, counsel for O'Donnell, complained to the Court that his solicitor had been refused access to the prisoner. Flowers, the Magistrate, allowed the prisoner to retire and consult with the solicitor.

James Pariah, servant on the steamer *Milvora*, on which the crime was committed, and

Thomas Jones, boatswain, eye-witnesses of the murder, repeated the testimony they gave before the Court at Cape Town. The bullet found upon the floor of the cabin of the steamer and the pistol taken from O'Donnell were produced and identified. Jones swore that O'Donnell's words to Mrs. Carey after shooting her husband were: "Shake hands, Mrs. Carey; I did not do it."

Carey's son testified that after witnessing O'Donnell shoot his father, he ran to the latter's berth and obtained his revolver, but had not time to give it to him before one of the officers of the steamer took it from him. He said he heard O'Donnell tell his mother that he (O'Donnell) was sent to do it. O'Donnell's revolver bore the name of its manufacturer in New Haven, Conn.

The Captain of the *Melrose* testified to finding an electric machine in the steamer's luggage. The machine, he said, was thrown overboard. Mrs. Carey, the next witness, was unable to give testimony to-day, owing to fatigue.

The statement of the son of Carey that O'Donnell said he was sent to do it created a sensation in the courtroom. John Marvin, Inspector of the Port Elizabeth police, also testified. He said an extract from a paper was found in O'Donnell's box, headed "Irish Revolutionists in America." A supplement of the *Weekly Freeman's Journal* of Dublin, containing a portrait of Carey and a certificate showing that O'Donnell was an American citizen, were also found.

Poland agreed that every facility should be given to the prisoner's solicitor during the trial. The examination was adjourned until Friday. O'Donnell was conveyed from the Court-house to Newgate Prison, instead of the Milbank, owing to instructions given at the last moment. An extra police force was stationed at Newgate. O'Donnell, on leaving the Court-house and entering the prison van, raised his hat to the crowd of his sympathizers, who clapped their hands and cheered.

LONDON, September 25th.

The great Foul Stakes for three-year-olds at Newmarket were won by the Duke of Hamilton's *Ossian*, Lord Cadogan's *Goldfield* second and Mr. C. Blanton's *Prince* third. There were nine starters.

MANCHESTER, September 25th.

The joint committee of cotton operatives and employers resolved on the adoption of an agreement by which the operatives are to resume their duties in the factories forthwith, pending further negotiations.

DUBLIN, September 25th.

The Parnellite campaign in County Tyrone was begun to-day at Strahane and Pomeroy, where Thomas Power, O'Connor, member of Parliament for Galway, and Small, member of Parliament for Wexford, addressed meetings. There was no disorder. Over 100 police officers have been drafted to County Tyrone to aid in preserving order.

PARIS, September 25th.

Baron Beaufort and Viscount Armand have fought a duel. The latter was seriously wounded. Two Japanese residents also engaged in a duel and one was slightly wounded.

BUCHAREST, September 25th.

The railway train from Paris for Constantinople was stopped from the track near Vercovicova. Several carriages were demolished and many persons killed and wounded.

DUBLIN, September 26th.

Five townships in Tipperary county have been proclaimed by the Government on account of outrages perpetrated there.

A severe storm passed over Limerick to-day. The Town Hall was blown down and one of the bridges over the river Shannon badly injured. A number of houses were destroyed in various contiguous districts.

At Dungannon yesterday Thomas Power, O'Connor and Small, members of Parliament, visited the Unclashy market for the purpose of holding a political meeting. They were unable to speak, however, as a body of Orangemen took possession of the town and compelled them to withdraw within doors. The Orangemen held a meeting in the principal street. Shouts of "No Home Rule!" were raised and cheers for the Queen given. The mob announced its intention of keeping possession of the town until O'Connor and Small withdrew, and declared that they would remain up all night to prevent the Parnellites erecting a platform. Three thousand Orangemen will march in procession to-morrow and afterward hold an anti-Parnellite meeting. Orange bands played throughout the night and great excitement prevailed. A troop of lancers, 100 infantry and 100 police officers have been drafted to Dungannon.

New York, September 27th.

A Herald special from London, of September 26th says: "Our special correspondent, who has just returned from Madeira, sends the following communication, dated Funchal, September 15th, about the doings of Mr. De Brazza and Stanley on the Congo. He says that Lieutenant Van Dervelde, a Belgian who left Stanley three weeks ago and is now on his way home, being an invalid, arrived from the west coast of Africa to-day, bound for Lisbon, and sailed again. He gave various interesting details of the high-handed action of the French at Loango and the destruction of a place on the coast called Manimbabar, in consequence of the refusal of a recent telegram, Manimbabar, or rather was a village containing about 300 inhabitants. About a month ago the natives were disagreeably surprised by a peremptory message sent ashore by Captain Cordier, commanding the French gunboat *Sagittaire*.

In spite of the well-established local custom forbidding the purchase of land at Loango by foreigners Captain Cordier insisted on buying a strip of territory on the coast. The King of Loango refused to comply with his request, but insisted on selling Cape de la Concorde and an island, accompanied by the promise of hands and money. The King was told that he must either yield at once or he would have his village burned down. Terrified by the threat, the King consented, but did so only under protest, and showed no alacrity to fulfill his part of the contract. On this the French commander, with what at this distance looks like unjustifiable barbarity, determined to repeat the Tamatave trick. The coveted land was occupied, the village of Manimbabar was destroyed and by a timely flight the wretched inhabitants just managed to escape the ravages which now appears to be the mildest penance that may be hoped for any aboriginal audacious enough to resist the arbitrary orders of the fire-eating French lieutenants and bumptious French admirals.

Lieutenant Van Dervelde informed me that towards the end of August Stanley, with 100 whites, was at Stanley Pool, preparing to re-attack the Congo as far as the lake. He was then in excellent health and looking forward to returning to Europe in January. So far he has accomplished the work he set himself to his own satisfaction. The natives have ever since his return given him their assistance in the heartiest manner. The King still looks favorably on his enterprise and thanks to careful avoidance of political intrigue by the expedition, all complications have been avoided. Twelve stations, extending from the coast along the Quilloo or Kilivo to Stanley Pool, thence doubling back along the Congo to Malango and Vivi, have been established, and two white men have been left in charge of each station. A magnificent country has thus been opened up to commerce.

NEWS BY THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Verona*, Captain G. W. Atkinson, with the London mail of the 1st ult., arrived in harbour late yesterday afternoon. We take the submitted items of general news from the *London* and *China Express*—

Four new torpedo boats, built on the Thames for the Government of New Zealand, have been subjected to trials over the measured mile at Greenwich, and a satisfactory rate of speed was attained. These boats are intended for the defence of the coast and harbours of the colony.

Upwards of twelve hundred applications have already been received for the post of executioner, vacated by the death of Marwood. These have been forwarded, from the Home Office and elsewhere, to the Sheriffs of London and Middlesex, who are now engaged in so considering and sifting them as to have a fitting man at hand to carry out the sentence of the law in case of need.

Dr. J. R. Holman, M.D., Deputy Inspector-General of Hospitals and Fleets (retired), died on the 19th inst. at Norwood, aged 59. Dr. Holman entered the Navy as assistant-surgeon in the year 1847. He served in two Arctic expeditions in Her Majesty's ship *Phoenix*, and has been employed as fleet surgeon of the flagships on the China station, the Mediterranean station, and at home.

One of the oldest Clyde shipbuilding firms, Robert Steele and Co., of Greenock, have closed their yard, after launching their last vessel, the *Invincible*, of 2,000 tons net register. The firm was established in 1796, and has, during the many years of its existence, turned out some of the finest vessels afloat. A few months ago Messrs. Steele and Co. went into liquidation, but the yard and plant have not yet found a purchaser.

Two men have been committed for trial at the Westminster Police-court on a charge of having stolen a gold watch from Mr. Alfred Roper, a retired master mariner, of New Barnet. The watch, which was stolen at a railway station, was afterwards recovered. It was stated by its owner to be worth £100, and to have been presented to him by the Emperor of Japan, in acknowledgment of his having saved seventy-five Japanese sailors from a wreck.

Six Glasgow policemen have been engaged by Mr. Thomas Gray for service in Hongkong. The men having been certified by medical examiners as physically fit for duty in China, and approved by the Crown Agent for the Colonies, sailed from Liverpool on board Holt's steamer *Telegraph*. The constables, leaving all single men, and they are well spoken of by their officers as regards attention to duty and general character. This is the sixth time a number of men have been selected from the Glasgow police for the Hongkong force.

After waiting instructions from the Admiralty for several days the *Prote* left Spithead on the 18th inst., for the West Coast of Africa. As previously stated, no defect was discovered in the propellers to account for her tendency to turn when under steam, and the hull was subsequently examined and measured under the superintendence of the Chief Constructor at the Admiralty and the shipwright officers at Portsmouth. She was ascertained to be somewhat unequal-sided in shape, said to be due to some damage which she sustained from collision in Chinese waters, and the repair of which was taken in hand at Hongkong. She requires from 2 days to 4 days of helm to keep her on a straight course.

The *Orontes*, a iron screw troopship, Captain Hilary G. Andoe, was swung in Sheerness Harbour yesterday for the adjustment of her compasses, under the superintendence of Staff-Commander Smythe, of the *Duncan* (Royal Naval Barracks). The *Orontes* afterwards embarked a strong force of seamen from the Royal Naval Barracks for conveyance to China, where they will be transferred to the *Flying Fish*, a double-screw composite gun vessel, the *Champion*, 12, steel corvette, *Daring*, a composite sloop, and *Kestrel*, a composite gun vessel, which are all recommissioned for another three years' service on the China station. The *Orontes* is expected to sail to-day for Portsmouth, where she will embark supernumeraries and troops.

An addition has been made to the fleet of the Indo-China S. N. Co. by the launch of a fine iron screw steamer of 2,200 tons gross, which was launched on 6th instant from the London and Glasgow Shipbuilding and Engineering Company's yard at Govan. Her dimensions are 200ft. by 40ft. by 26ft., and she is classed 100 At Lloyd's. She has all the latest improvements, and is being fitted with a pair of compound surface-condensing engines of 350-horse power nominal, the cylinders being 36in. and 77in. in diameter, with a stroke of 54in. She was named the *Tai-Sang* as she left the ways. Accommodation will be provided on the upper deck for first-class and second-class passengers, and the tween decks will be devoted to Chinese passengers.

NAGASAKI.

Captain Matsura, H. I. J. M. N., has been appointed to the important command of the *Tsukushi Maru*, relieving Mr. James, who brought this latest acquisition to the Japanese Navy from England to Japan.

The enquiry into the loss of the *Mitsu Bishi* Co.'s mail steamer, *Sumida Maru*, on the Black Rock, has resulted in the suspending of Capt. Hubert's certificate for twelve months. The Russian man-of-war *Sokol* arrived from Vladivostok on Thursday morning last, and on the same day she was towed to the slip, where she is to undergo extensive repairs.

We have been requested to state that it is strongly advisable for men-of-war playing with lights in the harbour not to throw their lights upon, nor in the vicinity of, vessels under weigh, as it completely blinds every one whose eyes come in contact with it, beside rendering the appearance of objects and distances so utterly deceptive as to make navigation extremely dangerous. On Monday night last, the electric lights from the Japanese man-of-war were played upon the *Tachibana Maru* and the *Strathmore*, as they were steaming in both of them in consequence experienced great difficulty in coming to an anchorage, and we believe, had narrow escapes from serious accidents.

H. B. M.'s surveying-vessel *Flying Fish* arrived from Korea on Saturday last, and is expected to leave to-day for Hongkong, where the officers and crew will be paid off and the ship recommissioned for surveying purposes. The corvette *Caracua* arrived from Yokohama, via the Island Sea, on Tuesday evening last, after having experienced a very severe gale, in which three boats were blown completely out of the davits. The *Caracua* left on Thursday, bound for Shanghai, where she is under orders to winter. One of the fleet is reported to be coming here to winter, in which case it will, in all probability, be the *slip*.

During the past week, information has been received here of the stranding of no less than three Japanese steamers on different parts of the coast, viz:—the *Mitsu Bishi* Co.'s *Akitaushima Maru* on Cape Shihry, near the entrance to Tsugaru straits; the *Mitsu Bishi* Co.'s *Kuorio Maru* on Cape Idzu, about seventy miles from Yokohama; and the *Kido* Yuni *Kwaishu* *Sakura Maru* in the *Akita* river. In the N. W. of the Island of Nippon. With the

exception of a report to the effect that the *Akitaushima* is a total wreck, no particulars have transpired here, consequently the causes of this series of strandings, or the extent of the damages sustained by the unfortunate vessels can only be conjectured. The *Akitaushima* (formerly the *Hongkong* *Shima*) was a flush-deck vessel of 1146 tons register, commanded by Capt. J. Fröhlich, and was one of the Co.'s largest and finest steamers. The *Kuorio* (formerly the *Columbine*) of 640 tons register, was at the time of stranding commanded by Capt. G. Withers; Capt. F. Crighton had been temporarily in command of her for several trips previously, but had just been relieved. The *Sakura* (formerly the *Ardentine*) is a vessel of 475 tons register, and is commanded by Capt. Makihara, a Japanese. *Rising Sun*, Oct. 20th.

To-day's Advertisements.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

A MEETING of SHAREHOLDERS of the HONGKONG HOTEL COMPANY, LIMITED, will be held at the Company's Hotel, on MONDAY, NEXT, the 29th instant, at FOUR P.M.

By Order of the Board of Directors, LOUIS HAUSCHILD, Secretary.

Hongkong, 27th October, 1883. [810]

FOR MAURITIUS, VIA SINGAPORE.

THE Steamship

"BELLONA,"

Captain Schaefer, will be despatched as above

TO-DAY, the 27th instant.

For Freight or Passage, apply to

DUNN, MELBYE & Co.

Hongkong, 24th October, 1883. [800]

UNION LINE.

FOR YOKOHAMA AND HIOGO.

THE Steamship

"CAIRNSMUIR,"

Captain Castle, will be despatched for the above

Ports, on MONDAY, the 29th inst., at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 27th October, 1883. [806]

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG, AND

SINGAPORE.

THE Steamship

"CAIRNSMUIR,"

Captain Castle, having arrived from the above

Ports, Consignees of Cargo are hereby requested

to send in their Bills of Lading to the Under-

signed for Countersignature, and to take im-

mediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer

will be at once landed and stored at Consignees'

risk and expense; and no Fire Insurance will be

effected.

Optional Cargo will be forwarded on to

Yokohama unless notice to the contrary be given

before NOON, TO-DAY, the 27th inst.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the

3rd November, or they will not be recognised.

RUSSELL & Co., Agents.

Hongkong, 27th October, 1883. [807]

WEBSTER'S UNABRIDGED.

In theory, Russia and Turkey Buildings.

NEW EDITION

GET THE BEST

"A LIBRARY IN ITSELF."

Words, (3000 more than any

other English Dictionary).

Contains full and complete

definitions of all words, and

gives full and complete

information on every subject

connected with the English

language, and is a most

valuable and useful

reference work.

Specimen pages sent on application.

G. & C. JOHNSON & CO., Publishers,

Springfield, Mass., U.S.A.

NOTICE.

ST. JOHN LODGE OF HONGKONG,

No. 618, S.C.

A N EMERGENCY LODGE will be held

at FRANKMANS HALL, Zealand Street,

on MONDAY EVENING, the 29th instant, at

8 o'clock P.M. Visiting Brethren will

be made cordially welcome.

Hongkong, 27th October, 1883. [808]

Intimations.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

AND

JEWELLERS

NAUTICAL INSTRUMENTS

CHARTS AND BOOKS.

No. 45, QUEEN'S ROAD CENTRAL. [471]

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON

AERATED WATERS.

7, BEACONSFIELD ARCADE,

(Opposite the City Hall).

Having Purchased the entire Machinery of the

late Mr. E. CHASTLEY'S

SODA WATER FACTORY

is now prepared to execute the largest orders

for every description of Aerated Waters with

promptness and dispatch.

SURVEYING QUALITY.

G. U. A. & A. N. T. E. D.

Consumers are invited to try these carefully

Manufactured

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be ad-

ressed to The Factory,

7, BEACONSFIELD ARCADE,

Hongkong, 11th April, 1883. [479]

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.HE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCOW.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 27, 1883.

We view with satisfaction the decision arrived at by Mr. Wodehouse after hearing the charge brought against the captain of the steamship *Hainan* for cruelty to animals on board that vessel in Hongkong Harbour on the 20th inst. The prosecution was at the instance of the Inspector of Markets, and it was alleged that when the *Hainan* arrived from Hoihow a number of pigs were on board which appeared to have been cruelly treated on the voyage, several of the animals having their intestines protruding besides suffering from other wounds. The magistrate held, and we think properly held, that as no evidence had been forthcoming to show that the captain of the steamer had any personal interest in the living freight, beyond the fact that it formed a portion of his cargo, no case against that gentleman had been made out and dismissed the summons; but Mr. Wodehouse showed conclusively that a very grave responsibility for this system of wholesale and altogether unnecessary cruelty rested somewhere, by intimating his intention of reporting the matter to the Government. And we cannot doubt that the magistrate's official representations will receive due attention at the hands of the Executive.

It is not our desire, nor can it be the wish of the Government of this colony by harsh, repressive or unnecessary legislative enactments, to in any way cramp or interfere with the considerable commercial relations which have sprung up during the past few years between Hongkong and the ports of Hoihow, Pakhoi and Haiphong, to the prejudice of the merchants and shippers at any of these places. But at the same time it is a duty we owe to ourselves and to the public in the bare interests of humanity to insist on proper provision being made to remove the stain of cruelty to helpless animals from a traffic which in itself is a useful form of industrial enterprise. The existing state of affairs can be explained in a few words. A large portion of the freights of the small steamers trading between this port, Macao, Hoihow, in the island of Hainan, the Chinese open port of Pakhoi, and Haiphong in Tonquin consists of live stock, such as pigs, fowls, ducks, &c., and the complaint is that, owing to no proper provisions being made on board the vessels, the live stock is subjected to much cruel treatment on the voyage. From our own personal knowledge we know that this complaint is only too well founded. On a recent voyage from Haiphong in the *Hainan* the pigs, packed in filthy baskets, were piled along the deck in rows two deep, quite unable to move, and for four days were without food or water. The fowls, ducks, pigeons, &c., were also stuffed in baskets, and although some attempt was made to give these feathered prisoners regular supplies of rice and water, they were packed so tightly that the mortality was very large. The second morning after we left Haiphong over a hundred ducks were thrown overboard, and several pigs also died during the voyage. The continual moaning of these wretched animals never stopped, and the writer of these lines did not hesitate to speak plainly to the captain and officers of the steamer regarding a cruelty which was as brutal as it was unnecessary. These statements were substantially corroborated by Mr. Glass, the chief engineer of the *Hainan*, in his evidence given before Mr. Wodehouse at the Police Court the other day.

The remedy for all this is not far to seek. Steamers carrying pigs, and other live stock, can, without any great difficulty, make suitable arrangements for carrying

these animals without subjecting them to any sort of cruel treatment. These necessary arrangements will doubtless suggest themselves to those concerned, and we cannot doubt, now that public attention has again been directed to this matter, that the agents of the various vessels will see that everything requisite is done to remove the existing grievance. It may be pointed out that the law is very clear upon the subject of cruelty to animals. By Ordinance No. 14 of 1845, sec. 3, para. 10, it is laid down that "Every person who shall wantonly or cruelly mutilate or otherwise ill-use any horse, mule, dog, or other animal" within the colony &c., &c., is liable to a penalty not exceeding five pounds.

TELEGRAMS.

LONDON, October 26th.
THE FRENCH RADICALS AND THE TONGKIN QUESTION.
In the Chamber of Deputies the Radicals have given notice of a motion censuring the policy of the Government in Tonquin.

LOCAL AND GENERAL.

AMONGST late Admiralty appointments we observe that Surgeon John Price, late of the *Indus*, has been appointed to the *Flying Fish* on the China Station.

A LODGE of Emergency of St. John, No. 618, will be held in Freemasons' Hall, Zealand Street, on Monday evening next, the 29th inst., at 8 for 8.30 precisely.

We read from the west coast of Africa that Koffie Kallali, the ex-King of Ashantee, has been defeated with great slaughter, and has been obliged to retreat from the capital.

THE death is announced, at an advanced age, of the veteran actor, Junius Brutus Booth. He is best known to this generation as the father of the distinguished tragedian Mr. Edwin Booth.

THE new Guinea line steamer *Oregon* on her trial trip on the Clyde on the 21st ult., made over 20 knots an hour. The builders have promised to construct a vessel to cross the Atlantic in five days.

A TELEGRAM has been received by the Clerk of the Course from Shanghai to the effect that the subscription griffin will be sent down by the steamships *Pookang* and *Pusang* during the course of the ensuing week.

We would remind gentlemen interested in Hongkong racing that suggestions in connection with, or presentations for the forthcoming meeting must be sent to the Clerk of the Course, Hongkong Club, not later than this date.

A PARIS correspondent writes that rumours are current of M. Paul de Cassagnac's evolution towards the Royalist party. Not only are there further revelations of this tendency, but he has been introduced both to the Comte de Paris, with whom he dined, and the Duc d'Aumale, who kept him to lunch. The intermediary was M. Henri des Houx, ex-director of the *Defense*.

It seems we must go abroad for news of what is taking place in our midst. A Vienna telegram dated September 21st says:—Something akin to a revolution has made its appearance at the imperial palace in Peking and is backed by popular demonstrations. The people demand that the Emperor, who does not seem to be energetic enough to suit them, shall abdicate in favor of Prince Tun (Tung) uncle of the Emperor.

A MADRID correspondent writes that Mr. Gladstone's visit to Copenhagen and North Europe is rather curiously supposed in the Madrid papers to be an indication on the part of the British Government of a disposition to make closer relations with the Northern Powers, and even with Russia, to counteract the influence of Germany, Austria, and Italy on the coming events on the banks of the Danube and in the Balkan Peninsula. The Spaniards imagine their country would side in such eventualities with Central Europe, after the Royal meeting at the German Autumn Manoeuvres.

THE Hamburg correspondent of a London contemporary learns upon good authority that the two men-of-war which have been contracted for by the Chinese Government with Mr. Howaldt, of Kiel, will not be ironclads, like the *Ting Yuen*, but are intended to be built on the type of the large German steam corvettes, such as the *Leipzig*. The new vessels consequently will combine great speed with warlike power, and, according to the builder will be the finest specimens of steam corvettes hitherto built, as no expense is to be spared in their construction, which will be carried on with the utmost expedition.

We read in our latest files of home papers that Lord Derby had addressed a despatch to the Australian Governments, discountenancing the projected annexation of New Guinea and certain islands in the Western Pacific. The claims and interests of other countries, in his lordship's opinion, constitute a very serious impediment to that "complete jurisdiction" which the Australian Governments represent that England ought to assume over the Western Pacific; and he believes that the Colonial Governments have not sufficiently considered the responsibilities which the annexation or protectorate of these islands would involve. Lord Derby's views would appear to have been disregarded by the Colonial leaders of the annexation movement, hence the ultimatum despatched the other day, particulars of which appear in our telegram of yesterday. There can be little doubt that the threat used by Lord Derby that he would instruct the fleet in the Pacific to resist by force any colonial attempt to annex New Guinea and the islands, will tend to hasten what has been inevitable for a long time past, namely, the separation of the Australian Colonies from the British Empire.

HONGKONG papers state that difficulties are likely to arise between Spain and Morocco, owing to the non-cession by the latter of an important territory claimed by Spain under her Treaty of 1860.

THE British steamer *Halloo* went over to the Cosmopolitan Dock this afternoon. The *Gey*, man barge *Marie* and the American ship *Zouave* left Kowloon and the Cosmopolitan Docks this morning and afternoon respectively.

A NEW French ironclad, *L'Indomptable*, has been launched at L'Orient. She is a turret-ship, fitted with two screws, and armed with two 75-ton guns. The new vessel has been six years on the stocks, and has cost altogether about £415,000.

THE Italian transport *Washington* has lately been executing a series of soundings round the coast of Ischia with a view to ascertaining whether the late earthquakes have produced any changes in the bottom of the sea that might be dangerous.

SAYS the *Amoy Gazette* of the 22nd inst.:—"The Revenue cruiser *Ling Feng*, Captain Farrow, left this morning for the Pescadores, Takao and South Cape. We understand that a temporary Harbour light is in course of construction in Takao."

SIGNOR UMBERTO CRISPINI, late of Mapleson's Opera Company, will give a grand vocal and instrumental concert in the theatre of the Union Club, Macao, to-night and also to-morrow evening. Signor Cattaneo and a Hongkong amateur vocalist are announced to take part in the entertainment.

THE *St. James's Gazette* writes that M. Hamand, the French Commissioner in Tonquin, is, no doubt, an experienced traveller, and his advice would have been most serviceable in the military councils; but to send him with a legion of minor officials in his train to take possession of an inheritance which has still to be won is now seen to have been a trifle premature. The old lady who fancied she was rightful Queen of England was not installed in Windsor Castle merely because she drove up to the gate with all her luggage in the cab.

ADMIRAL Sir John Hay, M.P., recently addressing his constituents at Wigton, declared the British navy to be totally inefficient as compared with the superior fleets of ironclads possessed by other leading nations, such as France and Spain. Sir John's opinions have evidently undergone a great change since he was one of the Lords of the Admiralty under the Beaconsfield Administration; but there was surely no reason why he should make himself ridiculous by comparing the ironclad fleet of Great Britain with that of a second rate power like Spain. How one's views change when out of office.

ACCORDING to latest news from Paris the French reinforcements for Tong-King number nearly 3,000 very solid troops, including an important corps of artillery. Almost all of the marines and sailors for Tong-King had arrived at Haiphong, and were embarking on board the *Bien-Hoa* and the *Tanhi*, which were ready to start for Algiers, where they will embark traitresse and soldiers of the Foreign Legion. The transports will be followed by the *Vienne*, which will take reinforcements and war materials. The gunboat *Apile* left Haiphong on September 18, and the transport *Shamrock* on the 20th for Tong-King with 1,052 men on board.

A CORRESPONDENT from Rome writes that the news that the Roman Court of Cassation has sentenced the Government to pay twelve million francs to Charles Picard and Co. has produced the same painful surprise in Florence as it did in Rome, the too frequent recurrence of such sentences showing that the State is not sufficiently cautious in the stipulations of its contracts. Twelve millions is no trifling sum to be the result of a small error or pardonable carelessness. Signor Magliani, alarmed by the sentence, has proposed to the said firm that the payment shall be made during a term of four years—three millions every year—and it is believed that this proposal will be accepted.

THE *Morning Post* states in a prominent manner:—On the 14th inst. Earl Granville telegraphed to his Excellency the Chinese Ambassador expressing a wish to confer with him. Complying with this request the Marquis Tseng, accompanied by his secretary and interpreter, left Folkestone for Walmer Castle, where he remained until four p.m. During the conversation which took place between Earl Granville and the Chinese Ambassador, the Marquis Tseng could only repeat that, so far as his knowledge of the views entertained by his Government went, he considered the mediation of a friendly Power like England most beneficial to the cause of peace. On his part Earl Granville was in a position to state that the last interview which he had had with his Excellency the French Ambassador, previous to his departure for France, encouraged him to believe that the Government of the French Republic were animated by very conciliatory feelings, and did not in the least approve of the language held of late by several organs of the Republican Press in Paris on the question.

THE children of the pretender, Naundorff, a German watchmaker, who represented himself as the son of Louis XVI., had addressed a letter to the French nation, beginning "Frenchmen," in which they deny the claim of the late Comte de Chambord, or of the present Princes of the House of Orleans, to be considered the heirs of the French throne. They sign their names "Louis Charles de Bourbon," "Charles Edmond de Bourbon," and "Adelbert de Bourbon," the last being a captain in the Dutch army. They allege that the sovereign who has governed France since 1793 has deceived the people in concealing from them the fact that the unfortunate son of Louis XVI. was saved from the Temple where he was placed in charge of Simon the Cobbler. They say they would not have been deceived by the usurper of his legitimate rights have sacrificed his interests to their cruel ambition, and the fact that these have gone unrecognized has given rise to the parties which divide the people, tear them asunder, and drag them to their ruin. They wish to protest against the theory that the descendants of Philippe Egalite are heirs to the throne in order that they may preserve France from the lowest of degradations (*le dernier des abaissements*).

A PARIS telegram in a London paper of the 21st ult. says that after the Marquis Tseng's first interview with M. Jules Ferry, he telegraphed to Peking the terms of the memorandum drawn up in concert by M. Ferry and M. Challeme-Lacour. As soon as a reply is received from the Chinese Government a fresh interview will take place between the President of the Ministry and the Marquis Tseng.

THE *Japan Mail* learns from a private source that the *Takatsugu Maru* returned to Hakodate from the wreck of the *Akitushima Maru*, and reports there is but little chance of saving her. She brought the passengers and part of the cargo, the mails having been forwarded overland. The balance of the cargo was being landed, and it will all be saved. The *Akitushima Maru*, it would appear, went ashore at 5 o'clock in the morning, in tolerably clear weather.

EXTREMELY bad weather has, says the *Hio* *News* of the 17th inst., been experienced lately on the West coast. The *Yellichu-naru*, of the Kido Unyn Kaisha, while on the voyage to Fushiki had to throw overboard a number of cattle and a quantity of other cargo, owing to stress of weather. This company has also been unfortunate enough to lose a steamer this early in its career, for the *Seikun-maru* is a total wreck at Tsuchisaki, about twenty miles north of Akita.

CHAN LING SAU, a coolie, who has already sampled the rice and curries up in Hayward's select establishment for sitting contrary to the laws of the colony, made his appearance before Mr. Wodehouse this morning on a charge of attempting to break into Mr. G. R. Lammert's premises last evening. Mr. Lammert's watchman stated that he heard a noise last night, about seven o'clock, of a window breaking. He procured a light and proceeded to the place from whence the noise came and there saw the defendant crouching behind an anchor. One of the window panes of the store was broken, and as the man had a crowbar, matches, and other housebreaking implements lying beside him he called the police and gave the prisoner into custody. Chan stated that he was merely walking along the Praya when he broke the window and knew nothing about the crowbar, as it was not his property. However, he owned to having been in trouble before for doing a little bit of hanky panky work, and as his Worship thought the evidence was served out with six months' hard labor to keep him from walking on the Praya while windows are being broken by small boys who throw stones.

A NUMEROUSLY attended meeting of the members of the Victoria Recreation Club was held in the Gymnasium yesterday evening, Mr. R. K. Leigh in the chair. December 15th and 16th were decided on as the dates for holding the annual regatta. An alteration was made in the conditions of the race for the Ladies' Purse which has previously been a sculling or pair race. It was decided to have a four oared race for the "Purse" this year, with the proviso that no crew should contain more than one "stroke" in any other race during the regatta. Messrs. Fisher, Isaac Hughes, Kuitau, and Lieut. Lloyd were elected strokes and the following members of their crews were drawn to compete for the Chairman's and Members' Cups.

BOAT UNCERTAIN.
Fishes (stroke),
Lodhar,
Buechman,
Willard,
Osborn,
Brownlow,
G. Caldwell (cox.).
LEIK,
I. Hughes (stroke),
Stewart,
Wilson,
Goodall,
P. Grindle,
Phillips,
G. Caldwell (cox.).

Six men have been selected for each crew, the extra hands having been thrown in to enable boats to keep in the race should a breakdown or two take place during the training operations. The crews appear to be very evenly drawn for the two races above named, and exciting contests are likely to take place. The preliminaries for the other events will shortly be arranged.

CRICKET.

THE BUFFS v. HONGKONG C. C.
This, one of the most interesting matches of our cricketing season, was commenced on the Cricket Ground yesterday afternoon, in beautiful weather and on a capital wicket. The attendance was not large at the commencement of the game but it gradually increased during the afternoon, and after four o'clock the ground was surrounded by a dense circle of spectators. The Pavilion was crowded and a fair number of ladies patronized the comfortable and elegant marquee set aside for their reception. At half past three the band of the French *Victoria*, by kind permission of Admiral Meyer and the officers of the vessel, arrived on the ground, and played a judiciously selected programme in excellent style.

Play commenced shortly after two o'clock, The Buffs taking the first innings, and sending in Porter and Private Evans to face the attacks of Barff and Rice. Before a run was scored Barff rattled down the veteran professional's bowling, Jarrett taking the wicket. The Buffs' batsmen soon showed they were in: hitting form by driving Rice for 4, which he supplemented with 1 in Barff's next over. With the score at 15 Porter, who had only put together a quartette of singles, was clean bowled by Barff and gave way to Gordon. Some fine hitting was now exhibited by both batsmen, Jarrett especially letting out in slashing style and the score quickly rose, 20, 30 and 40 appearing on the telegraph in rapid succession. Rice after sending down six overs at an expense of 22 runs was shunted in favor of Caldwell, and this change had the desired effect, the new bowler, in his third over, finding a weak spot in Jarrett's defence, and without any addition to the score the next corner, D'Aeth, was also sent back. Three and four for 46. Jarrett's hard hit contribution of 25 included one four and five threes. Drummer White joined Gordon and another long stand was made, both batsmen playing in good style and setting the several bowling changes resorted to at defiance. Bell Irving was put on in place of Caldwell but as 10 runs were scored from his first two overs Hynes tried his hand with the bat, but the rapid scoring still continued, until Gordon gave Scores a chance of Barff, which was accepted, the retiring batsman having contributed 30—six threes, three twos, six—out of a total of 93. Bunbury and the Drummer increased the score to 109 when another combination of Scores and Barff sent back the musician for a carefully compiled 34, which comprised five threes, a brace of twos and singles. The retiring batsman was loudly applauded on returning to the Pavilion. Capt. Howarth became Bunbury's cudgler, but the latter when apparently well set

was unluckily run out, with the total of 113 for 7 wickets—last man 8. A few more overs settled the business, Howarth falling to Barff at 118, Lloyd placing an easy one in Rice's hands, off Hynes, at 121, and Morland sending one back to Barff at 122, thus leaving Private Hughesman to carry out his bat, without having had a chance to distinguish himself. Barff bowled very steadily throughout the innings, taking six wickets at a cost of 50 runs. Caldwell had two wickets for 16 and Hynes one for the same number.

The Club captain deputized Rice and Bell Irving to open the ball, Private Evans and Sergeant Morland commencing the assault for The Buffs. The old "pro" was dead on the wicket, sending down three maidens in succession, but both batsmen handled the Sergeant rather roughly, and he was quickly shunted in favor of Porter's "expresses." Rice was given out leg before to Evans, the first wicket falling for 29 runs, the left hander having put together 17 in capital form. The new bowler's third over succeeded in getting rid of Irving who was smartly held by Lloyd. Coxon was next man in. The Club now met with a series of disasters as Hare was sent back, "caught Jarrett bowled Porter" without scoring at 43, and Coxon had only added an additional four to the total when Newcombe had also to retire for a cipher. Scores was the next corner, but he also had a short life and a merry one, as after contributing 7, D'Aeth, who had just previously taken the ball from Porter, rattled down his timbers. Five for 71. Hynes was Coxon's next partner but the last named had run his course, having to retire for a useful 25, and stumps were drawn for the night, the telegraph showing 75 runs for 6 wickets, Hynes, not out, 3. Evans finished up with a succession of maidens and 4 wickets for 20 runs.

Play was resumed this morning shortly after 11 o'clock, Barff accompanying Hynes to the wicket, and Evans and D'Aeth bowling for The Buffs. Twenty runs were rapidly added to the over-night score, and then Hynes was well caught by Morland off Evans. Seven for 91, last man 13. Davies was next man in and only contributing three to the total before falling a victim to a straight one from D'Aeth. Meanwhile Barff was hitting the bowling to all parts of the field, and with the assistance of Dobson, the Buffs' grand total was quickly made. At 4.25 Dobson, after crediting himself with 17 by sound cricket, was bowled by D'Aeth, and the last man, Caldwell, only made four when he gave Bunbury a chance which was safely taken, the last wicket falling for a total of 160, Barff not out, 43. D'Aeth was the most successful bowler for The Buffs, taking 4 wickets for 46 runs. Evans had 3 for 69, Morland one for 28 and Porter one for 40.

The military started their second essay with Private Hughesman, the "not out" of the previous innings, and Capt. Howarth, Rice and Hynes bowling for the Club. A disastrous commencement was made for The Buffs, the first batsmen being sent back without scoring a run. Jarrett and Gordon then joined partnership and again made a good stand. Hynes, not relishing the vigorous attentions of Jarrett, took himself off in favor of Barff after sending down four overs but the change did not effect any separation. Just before the adjournment for tiffin Gordon failed to get hold of a teaser from Rice, and gave Hynes a chance which that sure fielder held safe. Score—3 wickets for 29 runs, last man 12, Jarrett, not out, 14.

On resuming play Bunbury and Jarrett continued the innings and a good stand was made, and several changes of bowling tried before a separation was effected. At 68 Jarrett was cleaner bowled by Barff, having put together 36 in slashing style. White followed but he was bowled by Hynes after scoring 3, and 5 wickets were down with only 80 runs registered in the score book. Porter was Bunbury's next companion but his stay was also a short one as a smart catch by a "sub" off Barff caused his retirement after placing 3 to his credit. Six for 93. D'Aeth stayed with Bunbury until the total reached 107, and then the last named was compelled to leave by a catch by Hynes from Caldwell's bowling for a brilliant 44. Mainly through D'Aeth's hard hitting the score travelled up to 130, and when Rice got one past his bat after he had scored 25 the end was near at hand. Lloyd and Morland were both dismissed at 139, Evans being left to carry out his bat, without having scored. This left the Club 102 to get win. Rice had 5 wickets for 39 runs, Barff 2 for 24, Hynes 2 for 36, and Caldwell one for 18.

The Club commenced their second innings with Rice and Irving, Porter and D'Aeth sharing the bowling for The Buffs. No stand was made at first, and six good wickets were down for 49 runs. Then the Buffs' batsmen got together and the runs were rapidly hit off, the Club winning by 4 wickets a few minutes before 5 o'clock. Dobson played a grand innings of 45, not out, and the hardness of his hitting is shown by the fact that he scored no fewer than 24 runs from seven consecutive balls.

Full scores are appended:—
HONGKONG CRICKET CLUB.
First Innings.
Mr. H. O. Rice, bowled by Evans, 12; Bunbury b Porter, 14; D'Aeth b Barff, 44; Evans b Barff, 25; Morland b Barff, 28; Porter b Barff, 40; Bunbury b Barff, 34; Jarrett b Barff, 12; Gordon b Barff, 13; Davies b Barff, 3; Hynes b Barff, 29; Caldwell b Barff, 18; Barff, not out, 43.
Second Innings.
Mr. H. O. Rice, bowled by Evans, 12; Bunbury b Porter, 14; D'Aeth b Barff, 44; Evans b Barff, 25; Morland b Barff, 28; Porter b Barff, 40; Bunbury b Barff, 34; Jarrett b Barff, 12; Gordon b Barff, 13; Davies b Barff, 3; Hynes b Barff, 29; Caldwell b Barff, 18; Barff, not out, 43.

THE BUFFS.
First Innings.
Mr. H. O. Rice, bowled by Evans, 12; Bunbury b Porter, 14; D'Aeth b Barff, 44; Evans b Barff, 25; Morland b Barff, 28; Porter b Barff, 40; Bunbury b Barff, 34; Jarrett b Barff, 12; Gordon b Barff, 13; Davies b Barff, 3; Hynes b Barff, 29; Caldwell b Barff, 18; Barff, not out, 43.
Second Innings.
Mr. H. O. Rice, bowled by Evans, 12; Bunbury b Porter, 14; D'Aeth b Barff, 44; Evans b Barff, 25; Morland b Barff, 28; Porter b Barff, 40; Bunbury b Barff, 34; Jarrett b Barff, 12; Gordon b Barff, 13; Davies b Barff, 3; Hynes b Barff, 29; Caldwell b Barff, 18; Barff, not out, 43.

MARINE COURT OF ENQUIRY.

THE LOSS OF THE "SUMIDA MARU."
A Marine Court of Enquiry was held at Tokyo on the 11th inst., into the loss of the Mitsui Bishi Mail Steamship Company's steamer *Sumida Maru*, whilst prosecuting a voyage from Hongkong to Kobe. The vessel went ashore at 3.30 o'clock a.m. on the 15th of June last, on a group of rocks near Futatabi, and island in the Genji Bay, the vessel was completely wrecked. The Court was composed of Mr. Geo. Ramsey (President), Lieut. J. H. James, R.N., Mr. M. J. James, and Mr. J. F. Allen, commanding *Mitsui Maru* (Assessor).
The following finding of the Court was delivered on the 15th inst.:—
After examining the Captain, the Third and Chief Officers, and Chief Engineer (the Third Officer being in charge of the watch at the time of the accident), and carefully weighing the evidence, we find that the steamer *Sumida Maru*, belonging to the Mitsui Bishi Mail Steamship

Co., sailed from Nagasaki on the 14th of June, 1883, and was off Yebosima at 10.40 p.m. on that night, the weather being fine, clear overhead, but hazy and deceptive as to distance. Yebosima was passed a cable to the Northward and a course shaped for Koshirima-no-Oshima (Wilson Island) which was passed at 1.10 a.m. on June 15th at a distance according to evidence from 1 mile to 1½ miles, and from thence to North Siroshima, which was abeam at 2.40 a.m., distance 1 to 2 miles; the course was then shaped E. & S. by standard compass (E. & N. magnetic course); this course was kept until the ship struck a shoal about 1 cable S.E. of the Black Rock at 3.30 a.m. A speed of 10 to 10½ knots was maintained during the whole voyage; and the vessel was navigated by the Captain, having the Third Officer under his immediate directions.

The ship's Log Book (produced) has been irregularly and carelessly kept, and affords no reliable evidence as to ship's courses steered, or as to her position at any time.

No steps were taken to verify the ship's position by cross bearings or otherwise, whilst off Wilson Island, or North Siroshima, the distances off which were merely judged by the eye, and courses shaped in accordance.

The speed of the ship was not ascertained either by patent log or hand log.
The deviation card produced has never been verified since the ship was swung at Hongkong six months previously under steam by a bearing of an object 2 miles distant.

It is extremely remarkable that neither the Captain or Third Officer could remember any course steered before reaching North Siroshima.

The distance from ship's position off North Siroshima to Black Rock is 6 miles; yet the ship had been permitted to run a distance of 11 miles on a E. & N. magnetic course without any steps being taken to ascertain her position, nor had the speed of the ship been reduced in the least from 10½ knots until she struck the shoal off the Black Rock.

We are of opinion that the Captain navigated the steamship *Sumida Maru* from the time of passing North Siroshima (particularly in a most unseamanlike and irregular manner).

It is failing to ascertain his exact position when off North Siroshima, or after having passed it.

It is failing to shape his course without having made any allowance for the set of the tide, and in not taking action to clear the Southward when Mainataima was abeam distant 11 miles, although Rockmen Light was not in sight; and also after starboarding to clear the fishing boats he should have kept as much to the Southward as in order to make his course good.

Ordinary caution and attention to the rules of navigation would have saved the steamship *Sumida Maru* from the disaster which overtook her. Unfortunately they seem to have been altogether neglected by the Captain.

We deem him to have shown great neglect in the navigation of his vessel, and do herewith suspend his Certificate of Competency—No. 55 for a period of 12 months from the date of judgement.

I hereby approve of this decision, and direct that it be carried out accordingly.

(Signed) SHINAGAWA,
Vice Minister of the Agricultural and Commercial Department.
Tokio, October 15th, 1883.

ARCTIC EXPLORATION.

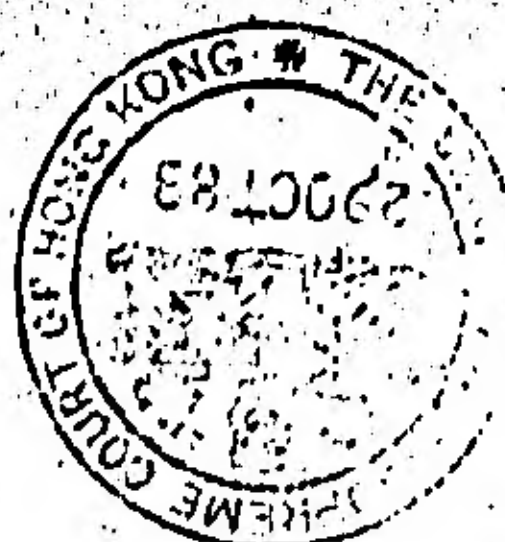
The following telegrams, taken from American papers, give the latest particulars of recent explorations in the Arctic regions:—

COPENHAGEN, September 21st.
Advises from Professor Nordenskjöld's expedition to Greenland have been received via Thurso, Scotland. They state that the expedition started from Aulickvik on the 4th of September and reached a distance of 500 kilometers inland, attaining a height of 7000 feet above the sea. This is the first time human beings have penetrated so far into Greenland. The whole region is a desert, proving that there is an open water inland. Very valuable scientific data was obtained. Along the north western coast a cold stream flows, which induces a very low temperature, but on the eastern shore the weather is not so severe and that coast is accessible to steamers in autumn.

When the party was 140 kilometers east of the glacier border, the soft snow prevented them from proceeding on sledges. The Laplanders were, therefore, sent on with snow-shoes. The rest of the expedition visited the northwest coast, between Walga and Cape York. They were informed by the Eskimo natives that two members of the American Polar expedition had died and that the rest returned to Listerland Island. On the 16th August the expedition sailed south from Egedesmand, making a short stay at Ivigtut, Julianahab and Frederiksdal, and tried to proceed eastward, three times through the sound north of Cape Farwell, and along the coast, but the ice prevented them. They went outside the ice field to latitude 66 deg., remaining continually in sight of land. The drift ice was forced south of Cape Dan and on September 9th they anchored in a fiord newly visited by Esquimaux, where remained the winter quarters. This was the first time since the fifteenth century that a vessel has succeeded in anchoring on the east coast of Greenland south of the polar circle. After having tried vainly to anchor in another fiord to the north, they returned and arrived at Reikavik on September 19th.

PHILADELPHIA, September 21st.
Professor T. B. Maury says that if Nordenskjöld had succeeded in disembarking on the eastern coast of Greenland, the probabilities of success in his undertaking would have been greatly increased. He says that the expedition was hindered by the ice, and the icebergs did not extend from the interior to the eastern coast.

LONDON, September 21st.
Stockholm advises that a letter from Lieutenant A. Hovgaard, commander of the *Dolphin*, dated August 1st, says if the vessel is not freed from the ice this year he intends to send home twelve men in September and remain himself with the remainder of the expedition another winter. If the *Dolphin* is freed the vessel will complete the chart of the Kara Sea and in the next week will sail for Norway in October.
The *Dolphin* sailed from Copenhagen on July 15, 1882, with the expedition of Lieutenant A. Hovgaard in the Danish navy on board. The commander was a companion of Professor Nordenskjöld in the *Vega*. He is a young man, 25 years of age, and is acknowledged to be a thorough and accomplished officer, with a three years' experience in the Arctic regions. Lieutenant Hovgaard's vessel is only 10 tons burden, being 100 feet in length, 35 feet in breadth, and 12 feet in depth. She had a crew of 12 men, 3 of whom were English, and the remainder were Danish. The vessel was accompanied by a Swedish icebreaker, and the Swedish officer was to ascertain whether Franz Josef Land really exists, and the neighborhood of Cape Chelyuskin, whether the conditions of the currents and ice are such that a base for further exploration can be reached here without too great a risk, and whether the eastern coast of Franz Josef Land trends to the northward at this point. They proposed to winter at Cape Chelyuskin or on the north coast of Franz Josef Land if it could be reached and to return with the vessel in the next winter. The vessel will be accompanied by the icebreaker, and the Swedish officer will be in command of the expedition.



The Hongkong Telegraph.

No. 546.

SATURDAY, OCTOBER 27, 1883.

SIX DOLLARS PER QUARTER.

For Sale.

LANE, CRAWFORD & Co.
HAVE RECEIVED THE FOLLOWING
NEW GOODS.

FENDERS and Fire-irons,
New Fire-guards and Coal Vases,
Kerosine Cooking Stoves,
Hinks' "Duplex" Table Lamps in new designs,
New Folding Lamp Shades,
Linen "Dagmar" Shades,
"Sarotoga" Trunks and Ladies' Dress Trunks,
Travelling Bags and Hold-alls,
Despatch Boxes and Portfolios,
New "Slider" Playing Cards,
"Mogule" and "Squeezers" Call Bells,
Scrap Books, New Office Sundries,
Christmas Cards in New Prize Designs,
Menu and Name Cards,
Porcelain Menu Tablets,
Artists' Materials and new Canvases,
Air Beds and Cushions, New Cutlery,
Christy's Felt-Hats in New Shapes and Colours,
Ellwood's Felt-Hats on Cork,
Cricketing Caps and "Tam-o-Shanter" Caps,
Tennis Sets, Tennis Bats, Tennis Balls,
Cricket Bats, Balls and Stumps,
Guns and Sportsman's Sundries,
Cope's Tobaccos, Fresh Golden Cloud,
Fresh Bickies and Mixture,
Manila and Penang Cigars,
New Saddlery, Whips and Fly Switches,
Curry Combs and Brushes,
Saddles and Saddle-cloths.

LANE, CRAWFORD & Co.
Hongkong, 25th October, 1883. [340]

C. L. THEVENIN,
WINE AND SPIRIT MERCHANT,
HONGKONG HOTEL BUILDINGS,
HAS FOR SALE.

A FINE ASSORTMENT
of
WHITE AND RED
BURGUNDIES,
GRAND HERMITAGE,
CHAMBERTIN, POMMARD,
RICHEBOURG, CHABLIS,
Pinto and Quarts.
OLD PORT, SHERRY,
WHISKEY, COGNAC,
ASSORTED
LIQUORS AND SYRUPS,
PERFUMERY,
&c., &c., &c.
Hongkong, 17th October, 1883. [780]

Insurances.

NOTICE.

THE MAN-ON INSURANCE COMPANY,
LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

YANGTSE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56

TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235.56

DIRECTORS:
F. D. HITCH, Esq., Chairman.
C. Lucas, Esq., Wm. Meyerink, Esq.,
A. J. M. INVERARY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the world.
Subject to a charge of 12 per cent. for interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premiums paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED.)

CAPITAL TAIELS 600,000, EQUAL \$233,333.33.
RESERVE FUND.....\$70,000.00.

BOARD OF DIRECTORS:
LEE SING, Esq., LEE YAT LAY, Esq.,
LO YUEN MOON, Esq., CHU CHIE NUNG, Esq.

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st September, 1882. [670]

The Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1883. [470]

Auctions.

PUBLIC AUCTION.

MR. J. M. GUEDES has received instructions
from the MORTGAGEE to Sell by
Public Auction, on

MONDAY,

the 5th November, 1883, at Two O'CLOCK P.M.,
at the Premises,
A VALUABLE LEASEHOLD PROPERTY,
SITUATE IN

HOLLYWOOD ROAD,
Victoria, in the Colony of Hongkong.

Comprising:—
All those Pieces or Parcels of GROUND Re-
gistered in the Land Office as Subsection
No. 1 of Section A of INLAND LOT No. 90,
and Section C of INLAND LOT No. 90
with the Messuages or Tenements thereon
being Nos. 83, 85, 87, 89, 91 and 93, Holly-
wood Road, as the same Premises are held
for the residue of a term of 75 years and for
the further term of 924 years subject to the
payment of the due proportions of the rents
and to the performance of the Covenants
and Conditions reserved by and contained
in the Crown Lease of the whole of the
said Inland Lot No. 90, and the extension
thereof.

The Property is sold subject to the existing
lettings thereof respectively.
For Further Particulars of the Property and
Conditions of Sale, apply to

BREKIDON, WOTTON, & DEACON,
Solicitors for the Mortgagee,
Hongkong,
or to

J. M. GUEDES,
Auctioneer,

Hongkong, 19th October, 1883. [785]

PUBLIC AUCTION.

THE Undersigned has received instructions
from the MORTGAGEE, to Sell by Public
Auction, on

THURSDAY,

the 8th November, 1883, at THREE P.M., at the
Premises, all that
VALUABLE LEASEHOLD PROPERTY,
KNOWN AS THE
TUNG HING THEATRE,
Situating in Victoria, in the Colony of Hongkong,
Comprising:—

All that Piece of GROUND registered as
INLAND LOT No. 700, and measuring about
the North 100 feet, on the South 100 feet,
on the East 200 feet, and on the West 200
feet and containing in the whole 20,000
square feet.

Together with the Theatre known as the
TUNG HING THEATRE and all the other
erections and buildings thereon. Held for
the residue of a term of 999 years at the
Yearly Crown Rent of \$66.12.

For Further Particulars of the Property and
Conditions of Sale, apply to

SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagee,
Hongkong,
or to

J. M. GUEDES,
Auctioneer,

Hongkong, 26th October, 1883. [805]

Intimations.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the
SECOND CALL of \$16.66 on the Shares
of the New Issue is Payable on the 31st inst.
INTEREST at the Rate of 9 per cent. per
Annum will be charged on all Overdue Calls.
By Order,

A. S. GARFIT,
Acting Secretary.
Hongkong, 25th October, 1883. [804]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A SECOND and FINAL BONUS of Five
per cent. on Contributions and a DIVI-
DEND of EIGHTEEN DOLLARS and TWENTY-
NINE CENTS per SHARE for the year 1882, will
be Payable on MONDAY, the 22nd instant.
Warrants may be had on application at the
Office of the Society on and after that date.
By Order of the Board,

DOUGLAS JONES,
Acting Secretary.
Hongkong, 22nd October, 1883. [794]

CHINA FIRE INSURANCE COMPANY,
LIMITED.

ADJUSTMENT OF BONUS FOR THE
YEAR 1882.

SHAREHOLDERS are hereby requested to
send in to this Office List of their Con-
tributions of Premiums for the year ended 31st
December last, in order that the proportion of
Profit for that year to be paid as Bonus to Con-
tributors may be arranged. Returns sent in
before the 30th November next, will be made up
by the Company, and no subsequent claims or
alterations will be allowed.
By Order of the Directors,

JAS. B. COUGHTRIE,
Secretary.
Hongkong, 1st September, 1883. [673]

HONGKONG RACES,

1884

THIS MEETING will take place on
WEDNESDAY, THURSDAY, and
FRIDAY, the 20th, 21st, and 22nd
FEBRUARY, 1884.

Gentlemen having suggestions to offer or pre-
sentations to make are invited to communicate
with the Clerk of the Course on or before the
25th instant.

THE HONGKONG DERBY, 1884.
The HONGKONG DERBY, a Sweepstakes of
\$20 each, half forfeit if declared on or before the
date of closing entries, with \$100 added for 1st
Pony and \$50 for 2nd. For all China Ponies,
and 1/2 Grifons at date of entry, (SATURDAY,
17th JANUARY, 1884.) First Pony, 70 per
cent.; Second Pony, 20 per cent.; Third Pony,
10 per cent. Weight 10st. 10lbs. One Mile
and a half. Nominations close on WEDNES-
DAY, 10th DECEMBER, 1883, addressed to the
Clerk of the Course, at the Hongkong Club.
By Order,

H. J. H. TRIPP,
Clerk of the Course.
Hongkong, 16th October, 1883. [777]

Intimations.

SAYLE & CO'S
SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND

BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS,

VELVETS, SATINS,

&c., &c., &c.

SAYLE & CO.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 8th October, 1883. [730]

ROSE & CO.

HAVE JUST OPENED.

NEW BLACK, AND COLORED SILKS.
FRENCH BROCHE GAUZES.
COLORED SILK VELVETS AND VELVETEENS.
STAMPED VELVETS AND VELVETEENS.
BLACK VELVETS AND VELVETEENS.
NUNS' VEIL CLOTH in all New Shades.

BLACK & COLORED CASHMERES.
CASHMERE, SILK, AND BEADED JERSEYS.
BOYS' JERSEY SUITS.

ALSO
KID-AND-SUEDE GLOVES.

THE NEW JERSEY SUEDE GLOVES.

LACES, FEATHERS, FLOWERS, &c.

LADIES' FELT HATS.

PARIS MILLINERY AND TRIMMED HATS.

MANTLES, FISHUS AND CHENILLE CAPES.

&c., &c., &c.

ROSE & Co.,

31 AND 33, QUEEN'S ROAD.

Hongkong, 22nd October, 1883. [716]

KELLY & WALSH

HAVE JUST LANDED.

FRESH TOBACCOS.

EX "AJAX."

COPE'S GOLDEN CLOUD.

COPE'S STRAIGHT CUT.

EX "GLENFRUIN."

WILLS' BRISTOL BIRDS EYE.

WILLS' THREE CASTLES.

WILLS' GOLDEN FLAKE HONEY DEW.

WILLS' PRINCES MIXTURE.

WILLS' BEST SCOTCH.

WILLS' SCENTED RAPPEE.

FROM SHANGHAI.

HAPPY THOUGHT.

GOLDEN EAGLE.

DOLLAR BRAND.

STAR MIXTURE.

NOVELTIES IN FANCY AND FASHIONABLE STATIONERY.

THE CROCODILE LEATHER NOTE PAPER & ENVELOPES.

THE RUSSIA LEATHER PAPER & ENVELOPES.

THE MOROCCO LEATHER PAPER & ENVELOPES.

THE CRUSHED STRAWBERRY NOTE PAPER & ENVELOPES.

CHRISTMAS AND NEW YEAR'S CARDS.

A VERY FINE ASSORTMENT OF

THE CHOICEST AMERICAN AND ENGLISH PRODUCTIONS.

Hongkong, 24th October, 1883.

KELLY & WALSH.

W. BREWER

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.

HALF CAPORAL CIGARETTES.

FULL CAPORAL CIGARETTES.

SULTANA CAPORAL CIGARETTES.

GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.

WALDTEUFEL ALBUM.

MUSICAL FAVORITE.

SUNSHINE OF SONG.

SILVER WREATH.

LA CREME DE LA CREME.

ROBERT FRAUN'S ALBUM.

SCOTTISH SONGS.

MOORE'S IRISH MELODIES.

GERMAN SONGS.

SILVER CHORD.

MUSICAL TREASURE.

SHOWER OF PEARLS.

NEW FANCY STATIONERY IN GREAT VARIETY.

THE POLYOPTICON.

Hongkong, 6th October, 1883.

W. BREWER.

QUEEN'S ROAD.

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM
ANTWERP.

CONSIGNEES of Cargo by the above-named
Vessel are requested to send in their Bills
of Lading for Counter-signature and to take im-
mediate delivery of their Goods from alongside.
Cargo intended for discharge or remaining on
board will be landed and stored at Consignees
risk and expense.

No Fire Insurance will be effected.
A General Average Bond will have to be
signed by the Consignees before delivery of
Goods.

THOS. HOWARD & Co.,
Agents.

Hongkong, 23rd October, 1883. [797]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Steamship
"ARRATON APCAR,"
having arrived, Consignees of Cargo by her are
hereby requested to send in their Bills of Lading
to the Undersigned for countersignature and to
take immediate delivery of their Goods from
alongside.

Cargo intended for discharge or remaining on
board after the 31st October, will be landed
and stored at Consignees' risk and expense, and
no Fire Insurance will be effected.
Consignees are hereby informed, that all
claims must be made immediately, as none will
be entertained after the 8th November.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 23rd October, 1883. [798]

NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.

STEAMSHIP "LIBAN,"

LABIE, COMMANDER.

CONSIGNEES of Cargo by the above-named
vessel from London, Marseilles and in-
termediate Ports, are hereby informed that their
Goods are being landed at their risk into
Godown of the Undersigned, at Wanchai, No. 3,
behind the premises known as "Blue Buildings,"
whence they may be conveyed to the wharves or boats de-
livery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
after the 31st instant, will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, 24th October, 1883. [754]

Notices of Firms.

NOTICE.

THE Undersigned have been appointed
Agents of the **CHINA SHIPPERS'**
MUTUAL STEAM NAVIGATION COM-
PANY, LIMITED.

ARNHOLD KARBURG & Co.

Hongkong, 19th October, 1883. [786]

NOTICE.

FROM this date Messrs. **RUSSELL & Co.**
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. **RUSSELL & Co.** will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [606]

To be Let.

TO LET.

"STOCKWELL COTTAGE" near to the
Kowloon Club, British Kowloon,
containing Four Rooms and Large Central Room,
Servants' Rooms and Out-houses, Gardens and
Tennis Lawn, &c. Within Three Minutes Walk
of the Pier.

For Particulars, apply to

STEPHENS & HOLMES,
Solicitors.

Hongkong, 22nd September, 1883. [713]

TO LET.

THE PREMISES now occupied by us
No. 11, Queen's Road Central.
For further Particulars, apply to Messrs.
RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [607]

APARTMENTS TO LET,

IN
ELGIN TERRACE.

FURNISHED OR UNFURNISHED

ON
MODERATE TERMS.

Apply to

X. Y. Z.,
At the Office of this Paper.

Hongkong, 24th October, 1883. [801]

TO LET.

"BISNEE VILLA" Pokfulam, Furnished.

Apply to

DAVID SASSOON, S